

**AMT – The Association For Manufacturing Technology
7901 Westpark Drive – Arbor Row Block “F”**

Final Development Plan FDP 2011-PR-023-02

(Concurrent with CDP 2011-PR-023, PCA 88-D-005-7, FDP 2011-PR-023-01 and FDP 2011-PR-023-03)

Statement of Justification

**February 24, 2011
Revised May 25, 2012
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I. Vision and Overview

AMT – The Association For Manufacturing Technology (“AMT” or “The Association”) is the owner of the approximately 1.8-acre property located at 7901 Westpark Drive in the South West Park Sub-Area of the Tysons Central 123 North Sub-District in Tysons Corner (the “AMT Property”). The Property is located south and west of Westpark Drive and east of Westbranch Drive and is more particularly identified on the Fairfax County Tax Map as 29-4 ((7)) 5A.

Founded in 1902 as the National Machine Tool Builders’ Association, AMT represents and promotes the American manufacturing technology industry. The Association supports American builders of manufacturing systems by providing research and information on market data, matching companies with potential customers, promoting emerging technical developments, facilitating global operations for member companies and advocating for legislation and policy that furthers the industry. AMT first opened its doors in 1971 when Tysons was still essentially a rural crossroads and has been quietly – and successfully – operating as a valued corporate citizen of Fairfax County ever since.

In light of the extension of the Metrorail through Tysons though, and the resulting climate of transformation and renovation, AMT has determined that now is the time to execute its long-term plan to unite several American manufacturing associations, their suppliers and business partners at its Tysons headquarters. This unification will encourage substantially more collaboration in the manufacturing community, which will enable development of cutting-edge manufacturing technology. And, it will necessarily require AMT to redevelop and reenergize its 40-year old, suburban office building.

To that end, AMT is proposing to construct a 10-story, approximately 200,000 square-foot office building with ground-floor retail and a below-grade parking structure on the AMT Property (the “Proposed Development”).

The Proposed Development was carefully designed as part of the mixed-use development proposed by Cityline Partners LLC (“Cityline”) on its 17.5-acre property, identified as Fairfax County Tax Map as 29-4-((7))-1, 2, 3, 9 and 10 (the “Cityline Property”) (the AMT Property and the Cityline Property collectively 19.32 acres and herein, “Arbor Row”).

II. Existing Conditions

Arbor Row is partially within 1/3 mile and almost entirely within 1/2 mile of the Tysons Central 123 Metrorail Station, currently under construction. However, it is at present developed with seven, surface-parked, low-rise office buildings totaling approximately 277,430 square feet. The AMT Property is currently developed with an approximately 32,000 square-foot, three-story office building, likewise served by a surface parking lot. In short, Arbor Row is exactly the type of suburban office park and activity center that the planners set out to transform when they collaborated on the Comprehensive Plan Amendment for Tysons Corner.

III. Conceptual Development Plan

Each of the properties in Arbor Row is currently zoned to the C-3 (Office) District, with portions of the Cityline Property and the AMT Property also zoned to the SC (Sign Control) and HC (Highway Corridor) Overlay Districts. Cityline and AMT are seeking to rezone Arbor Row to the Planned Tysons Corner Urban (PTC) District in order to permit its transformation from an aging, suburban office park into a new, transit-oriented community of office, residential, hotel and support retail uses with a maximum total floor area of approximately 2.60 million gross square feet and an overall FAR of 3.10 (the “Rezoning”).

As part of the Rezoning and as shown on the Conceptual Development Plan dated April 26, 2011 and revised through February 24, 2012 (“CDP”), Cityline divided Arbor Row into six urban development blocks – Blocks A-F. The AMT Property is identified as “Block F.” Blocks A and E are proposed for high-rise, multi-family residential uses up to 1,246,000 square feet; Blocks B, C and F are proposed for Class A office development up to 1,109,013 square feet; and, Block D is proposed for a high-end hotel up to 162,000 square feet. Retail and service uses up to 58,672 square feet are sprinkled across the row. To the best of AMT’s knowledge, Final Development Plans meant to process concurrently with the CDP have been filed on Blocks A, E and F.

IV. Final Development Plan – the AMT Property

As noted, Arbor Row is partially within 1/3 mile and almost entirely within ½ mile of the Tysons Central 123 Metrorail Station. As shown on Sheet P.202 (Context Plan) of the FDP, the AMT Property is the closest block to the station and is largely within 1/3 mile. As such, its redevelopment presents the County with a tremendous opportunity to create a gateway to Arbor Row and to central Tysons Corner. To that end, AMT proposes to construct an innovatively-designed 200,000 square foot office building with ground-floor retail and below-grade parking, which will set the tone and grand scale for the Tysons Corner of the future.

1. Building Design

The remarkable design of AMT’s new office building reflects its commitment to advancing new technologies across multiple disciplines. On the northeast side of the AMT Property, the sleek glass curtain wall gently follows the curve of Westpark Drive, escorting drivers, pedestrians and bicyclists onto Arbor Row. When juxtaposed against the bold vertical lines on the west side, the result is an iconic building that proudly represents the new Tysons.

Notable touches and thoughtful details such as transparency at the street level, dynamic podium geometry and lighting features, better connect users to the street and passersby to the building, providing an interactive experience for all who engage. And, attractive amenities such as a partial green terrace on the podium rooftop, a landscaped plaza in front of the building and ground-floor retail along Westpark Drive further qualify the building as a flagship for redevelopment in Tysons.

In addition, AMT's new building will be wired for a host of dynamic technologies which will allow it to continue to be at the forefront of emerging technologies, further exuding progress. In short, AMT's office building will be the new benchmark for progressive design in Tysons Corner.

2. Parking

The new office building will be served by a six-level parking structure at its rear. Due to the challenging topography of the site, two of the six levels are entirely below-grade while the remaining four levels are partially below-grade. The facades that are visible from any public street, however, will be appropriately and attractively screened.

As depicted on the FDP, the parking garage will be accessed from two points: one, from the private road located between the AMT Property and the adjacent Block E, and the other, from a right-in/right-out on Westpark Drive.

The Comprehensive Plan and Zoning Ordinance provide a maximum parking standard for office development based on proximity to rail. As the AMT Property is between $\frac{1}{2}$ and $\frac{1}{4}$ mile of the Tysons Central 123 Metrorail Station, AMT proposes a parking ratio of 2.2 parking spaces per 1,000 square feet, or a maximum of 435 spaces. As the Comprehensive Plan states that the first 5,000 square feet of accessory retail and services uses should not be parked, AMT is complying and is not providing any spaces to support the 1,560 square feet of ground-floor retail included in the Proposed Development.

AMT will also provide bicycle parking as required in the Comprehensive Plan, and will conveniently locate it at the front of the parking garage.

3. Access

The Comprehensive Plan was formulated, in part, around the principle that the Tysons of tomorrow will be a place for people. To that end, "a people-focused urban setting will be created by providing mixed-use, transit-oriented neighborhoods that promote pedestrian, bike and transit use."

In furtherance of that guiding principle, AMT is providing several ways to access its development for each type of user in Tysons' multi-modal system:

- **Pedestrians.** As shown on the FDP, pedestrians can enter the lobby of the proposed office building through the private road between the AMT Property and

the adjacent residential development, or through the pedestrian arrival plaza off Westpark Drive.

The entrance off the shared private road was designed to be part of the public plaza at the front of the Proposed Development. As such, it will be enveloped by magnificent trees and green space and will be accentuated by special paving, seating areas and carefully-selected lighting features.

The smaller entrance on the east side of the Proposed Development was designed to be primarily accessed by pedestrians, transit-users and drivers who park their cars in the upper level of the parking deck and walk down the grand staircase to access the building from the outside. It too will be enhanced with trees, special pavers, lighting features and seating areas.

Pedestrians can also walk directly into the retail use from the public plaza at the front of the Proposed Development.

- **Bicyclists.** Bicyclists can access the office building through either of the two parking structure entrances, and can store their bikes in designated storage space at the front of the garage. Furthermore, AMT is providing on-street bicycle lanes for their safe and easy passage.
- **Transit Users.** As it's an easy, 1/3-mile walk from the Tysons Central 123 Metrorail Station to the new pedestrian arrival plaza on Westpark Drive, the Proposed Development was purposefully designed so that employees will ride the rail to work.
- **Vehicles.** As noted, vehicles can access the parking structure through two garage entrances: one, off the private road between the AMT Property and the adjacent residential development, and the other, from a right-in/right-out on Westpark Drive.

In addition, as depicted on Sheet A.103 (Ground Floor Level Plan) of the FDP, vehicles can also drive up to a conveniently-located drop-off plaza off the shared private road between the AMT Property and the adjacent residential development; passengers can then enter the office building at its western entry.

4. Open Space/Terraces

AMT designed a large, urban plaza at the front of its site to welcome visitors to the Proposed Development, to accommodate spill out from the retail use and to give its employees space to recreate and relax when taking a break from work. To that end, AMT carefully planned the plaza to include space for gathering, dining and seating. And, users will sit under the cover of a complementary mix of trees and other, smaller plantings.

In addition, AMT is incorporating a smaller plaza off Westpark Drive, which will showcase its pedestrian-only building entry and which will be flanked on the south by a grand staircase to the parking structure.

Finally, employees will be invited to congregate on a private rooftop terrace over the podium which will provide them with stunning views to the north.

5. Neighborhood Amenities

Employees, residents and visitors to the AMT Property will be in close proximity to the huge expanse of open space, urban parkland and recreational amenities provided with the Rezoning. They will also be served by neighborhood retail up and down Arbor Row; and, they can access more regional shopping opportunities at the nearby Tysons Corner Center and Tysons Galleria.

V. Comprehensive Plan Recommendations: Major Elements

1. Land Use and Floor Area Ratio

The AMT Property was planned “Transit Station Mixed-Use,” which designation calls for a balanced mix of retail, office, arts/civic, hotel and residential uses, with an overall percentage of office uses throughout all the Transit Station Mixed Use areas of approximately 65% and a minimum residential component of 20% of the total development. While the AMT Property is proposed to remain an office use, when taken together with the Cityline Property and considered as the gateway to Arbor Row, it fits squarely within the guidelines set by the County for Transit Station Mixed-Use areas – Arbor Row includes a mix of 43% office, 48.4% residential, 6.3% hotel and 2.3% retail uses at a total FAR of 3.1.

Furthermore, AMT is considering the addition of two additional secondary uses to compliment the primarily office development: a small eating establishment with possible outdoor seating over the podium and a conference center to generate interest in, and education about, the manufacturing sector.

The overall density proposed for Arbor Row is in conformance with the Comprehensive Plan’s guidance for properties within ½ mile of a Metrorail Station.

2. Consolidation

AMT is closely coordinating its redevelopment with Cityline – the Rezoning includes six parcels which represent the entirety of the “Subarea 2 South West Park” planning area. And, the entire area is being planned to function as a fully-integrated, mixed-use community that includes a grid of streets and comprehensive open space network, thereby meeting the objectives of the Comprehensive Plan.

3. Grid of Streets and Transportation Improvements

First, AMT is making provision for the future widening of Westpark Drive to an “Avenue,” as provided in the Urban Street Standards for Tysons Corner. In addition, AMT, Cityline and the contract purchasers of the adjacent Block E have agreed to provide two additional streets in order to improve connectivity in the sub district – a private street off Westpark Drive that bifurcates Blocks E and F (the “Private Connection to Westpark”) and a private street at the

back of Block E that connects the Property to the planned extension of Jones Branch Drive (the “Private Connection to Jones Branch”).

The Private Connection to Westpark will be 24-feet wide and accommodate two lanes of travel. In addition, it will include on-street parallel parking for visitors to quickly and conveniently access AMT’s office and the adjacent residential building. Last, it will be beautifully articulated with street trees and lighting features to match the level of design of the public plaza at the front of the Proposed Development and to showcase the elegance of AMT’s main building entry.

The Private Connection to Jones Branch will also be 24-feet wide and accommodate two lanes of travel. It too will be decorated with street trees and lighting features to ensure safe and attractive passage to Jones Branch Drive. Moreover, as it will be installed in between the residential building on Block E and a passive recreational space to be used by residents for picnicking and other outdoor activities, the drive along the Private Connection to Jones Branch as vehicles head west will be scenic.

It should be noted that neither of these streets was shown on the County’s “Map 7” - “Conceptual Functional Classification for the Tysons Road Network,” adopted with the Comprehensive Plan; rather, AMT, Cityline and its contract purchasers have agreed to install these two roads so as to foster vehicular access and improve connectivity in and around the sub district.

4. Transportation Demand Management

In order for Tysons Corner to develop into a dense urban center, employees, residents and visitors must choose public transportation over single-occupancy vehicle trips. Based on the proximity of Arbor Row to the Tysons Central 123 Metrorail Station, single-occupancy vehicle trips must be reduced by 37% by 2030.

To that end, AMT and Cityline have prepared a strategic transportation demand management program for Arbor Row, which describes specific measures they will take to encourage their employees, residents and tenants to select alternate modes of travel over single-occupancy vehicle trips. The transportation demand management program has been submitted to the County for review as part of the Rezoning.

5. Environmental Stewardship

The Storm Water Management Plan and Narrative presented on Sheets P.501 (Preliminary Outfall Analysis), P.502 (Stormwater Management Plan), P.503 (Stormwater Management Details), P.504 (Stormwater Management Computations) and P.505-6 (Stormwater Management Checklist) demonstrate compliance with the County-wide requirements and conformance with the additional recommendations in the Comprehensive Plan for Tysons Corner. In an unprecedented move, AMT will satisfy the County’s storm water management quantity and quality requirements almost exclusively through infiltration. See Sheet P.507 of the FDP (Infiltration Letter). However, to further reduce the volume of stormwater runoff, AMT is proposing to utilize two additional Low Impact Development (“LID”) techniques – it will incorporate a partial vegetated roof and will install urban bioretention in the landscape amenity panel adjacent to Westpark Drive.

Furthermore, and in keeping with its commitment to emerging technologies and progressive design, AMT will incorporate green building practices sufficient to attain LEED GOLD Certification or its equivalent. Because it's pursuing the same under the 2009 LEED Core and Shell program, it has already registered with the United States Green Building Council ("USGBC") and is seeking pre-certification.

Furthermore, AMT is considering other energy/resource conservation strategies as outlined in the Comprehensive Plan.

6. Building Height

AMT's new office building will likely be 141 feet and ten stories; however, AMT is reserving the right to build up to 175 feet if final engineering and design considerations deem it appropriate and proper to do so. As such, the Proposed Development is in conformance with the Comprehensive Plan.

7. Public Facilities

AMT is pleased to join the Arbor Row Rezoning, which includes dedication of the eight-acre parcel identified on the Fairfax County Tax Map as 29-2 ((15)) B2 (the "Dedicated Parcel"). The Dedicated Parcel will be used by the County for an urban elementary school, public parkland and athletic fields, among other things. This is without question a major contribution to the County's public facilities needs and AMT is proud to support Cityline's superlative dedication.

8. Urban Park Standards

The Comprehensive Plan recommends one acre of urban parkland per 10,000 employees and one and one-half acres for 1,000 residents; on Arbor Row, this equates to approximately 3.42 acres of urban parkland. Together, Cityline and AMT are providing almost four and one-half acres of publically-accessible parkland (and, almost two and one-half additional acres of private open space).

On the AMT Property, as noted above, there will be a landscaped plaza at the front of the Proposed Development, which will be dedicated to the use and enjoyment of AMT employees, but will also be used by retail customers, residents of the residential towers next door, visitors to Arbor Row and general passersby. There will also be a smaller plaza off Westpark Drive, which is expected to attract transit-users coming up from the station, pedestrians and employees who park on the top level of the parking structure and use the grand staircase to access the building from the outside.

9. Active Recreation Facilities

The Comprehensive Plan indicates that the need for an athletic field is generated by approximately 4.5 million square feet of mixed-use development; and, approximately two acres of land is needed for each athletic field. The AMT Property is not of sufficient size to provide a

full-size field; nor is there sufficient roof space to be used for a public facility. However, active recreation facilities will be provided with Arbor Row.

VI. Sub-District Guidance

1. *The vision for the [South Westpark] area is to redevelop primarily with mixed-use with an urban character at a substantially higher intensity than the Base Plan. The mix of uses should include ground-floor retail.*

As noted, the Arbor Row Rezoning includes the entirety of the Subarea 2 South Westpark planning area; and, that area is proposed to be redeveloped with a synergistic mix of uses, including office, residential, hotel and ground-floor retail. The overall FAR for Arbor Row is 3.1, substantially higher than the Base Plan as preferred by the County's planners yet entirely permissible as a redevelopment option.

2. *The total amount of office development in the [South West Park and West Park Urban Neighborhood] subareas combined should be no more than 3 million square feet.*

Even with full build-out of Arbor Row, the total office development in the South West Park and West Park Urban Neighborhood subareas is less than three million square feet.

3. *Redevelopment should be diverse in land uses, including additional office use as well as potential hotel, retail and/or residential uses. All redevelopment should provide support retail and service uses.*

Arbor Row includes a diverse mix of land uses: Blocks A and E have been slated for multi-family residential development; Blocks B, C and F will be improved with high-quality office buildings and support retail uses; and, Block D will be developed with a first-class hotel.

4. *Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan.*

AMT is closely coordinating with Cityline to redevelop the six parcels comprising Arbor Row as a unified, carefully-synchronized development that includes a functional grid of streets and a comprehensive open space network. Because Arbor Row was divided into urban redevelopment blocks that were each designed to function efficiently on its own, the row can be seamlessly redeveloped in phases. Upon build-out, though, the consolidated 19.3 acres will be home to a completely-integrated, mixed-use community in conformance with the Plan.

5. *Redevelopment proposals in this subarea should consolidate with a significant portion of the West Park Urban Neighborhood Subarea in the North Central District. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided.*

As noted, the Rezoning includes 19.3 acres and six parcels, all of which are primed to redevelop. In fact, two other final development plans have been filed concurrently with the Rezoning – on residential Blocks A and E – and it's AMT's understanding that site plans will be submitted and construction initiated shortly after their approval.

The land included in the West Park Urban Neighborhood, on the other hand, is currently improved with a suburban office park and is expected to continue operating as such for the foreseeable future. As a result, while Arbor Row has not been consolidated with the West Park Urban Neighborhood, Cityline and AMT have designed Arbor Row so that the two can be easily knit together, once the landowners in the West Park Urban Neighborhood are ready to redevelop.

6. *Coordinated proffered development plans with Tysons II will be essential to create the envisioned urban environment. Coordinated proffered development plans will help overcome the significant grade changes between the two subareas.*

It is AMT's understanding that Cityline has been working closely with the owners of Tysons II to coordinate the integration of its urban park and open space network with the trail system through Tysons II, thereby creating the urban environment envisioned by the Plan.

7. *Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulations. Development proposals should show how the proposed development will be integrated within the sub district as well as the abutting district/sub districts though the provision of the grid of streets.*

AMT spent a significant amount of time coordinating with Cityline and the contract purchasers of the adjacent Block E on the placement and design of the two private streets that will serve both sites: first, the Private Connection to Westpark, described above a private street off Westpark Drive that bifurcates the two properties; second, the Private Connection to Jones Branch, a private street at the back of Block E that connects the AMT Property to the planned extension of Jones Branch Drive. As noted above, neither of these streets was shown on the County's "Map 7" - "Conceptual Functional Classification for the Tysons Road Network," adopted with the Comprehensive Plan; rather, AMT, Cityline and its contract purchasers have agreed to install these two roads so as to foster vehicular access and improve connectivity in and around the sub district.

In addition, AMT and Cityline have designed Westpark Drive as an "Avenue" under the Comprehensive Plan's Areawide recommendations, and AMT is planning to dedicate the right-of-way and escrow the funds needed for its future widening.

8. *To improve connectivity, other streets creating urban blocks and other pedestrian and bike circulation improvements may need to be provided.*

As noted above, AMT, Cityline and the contract purchasers of the adjacent Block E have agreed to provide two additional streets in order to improve connectivity in the sub district – a private street off Westpark Drive that bifurcates Blocks E and F and a private street at the back of Block E that connects the Property to the planned extension of Jones Branch Drive.

In addition, AMT is providing on-street bicycle lanes along its frontage on Westpark Drive, as shown on the Conceptual Bicycle Facilities Map for Tysons Corner and the Trails Map in the Comprehensive Plan.

9. Publically accessible open space and urban design amenities should be provided.

As noted, together, Cityline and AMT are proposing more than four acres of open space across Arbor Row.

For its part, AMT is providing two publically-accessible open spaces – a large urban plaza at the front of the Proposed Development and a smaller plaza off Westpark Drive.

In addition, Cityline is proposing a significant amount of publically-accessible parkland on Blocks B, C and D, with particularly expansive open space areas on the residential Blocks A and E, all as shown on the CDP.

10. Public facility, transportation and infrastructure analysis should be performed in conjunction with any development application.

A Traffic Impact Analysis under Section 527 of the Virginia Code was submitted with the Rezoning, as required, and was recently approved by VDOT.

11. The maximum building height in this subarea is 225 feet. Building heights should vary within the subarea.

AMT's proposed office building is approximately 141 feet and is therefore in conformance with the Plan.

12. Potential circulator routes extend through or abut portions of this subarea. Redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost.

The future widening of Westpark Drive includes one-half of the 24-foot median needed to accommodate the circulator, should the Department of Transportation and its consultants determine that a route in this location is necessary and appropriate.

VII. Conclusion

In June of 2011 President Obama launched the Advanced Manufacturing Partnership, a national effort bringing together industry, universities, and the federal government to invest in the emerging technologies that will create high-quality manufacturing jobs and enhance the United States' global competitiveness. In his recent State of the Union address, President Obama affirmed his dedication to attracting a new generation of high-tech manufacturing jobs to America. AMT's long-held mission – to promote the American manufacturing technology industry - is directly in line with President Obama's initiative.

And, its Proposed Development is indicative of its commitment to emerging technologies and is a testament to progressive design, which is also in step with Fairfax County's mission to develop Tysons as a national model of transit-oriented development.

As was recently stated in response to AMT's Proposed Development, "this is Tysons.

Jill Parks
Cooley LLP
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